

EXHIBIT XX

SKI-DOO 2006 - ALL REV'D UP

Despite industry sales slipping significantly in 2005, Ski-Doo sales remained congruent with 2004 levels this year. This is in no doubt thanks to the incredible success of the innovative REV platform. Other OEMs have been clamoring to make certain their lineup has their mass centralized, their riders forward and more upright, and even some their sleds sporting 16" wide rubber.

The monster RT with its 159 HP 1 litre mill certainly satisfies the point and shoot crowd. For some (smaller) guys on the right days, the 800 even with a 144" Summit is still going to keep right up with its big brother. The shorter track delivers up a lot of track speed with 45 pounds less. The power of the 800 is ample to rocklet most of us over the top of pretty much any hill you can toss at it.

WHAT'S NEW?

An aggressive weight loss program trims 13 pounds from Summit Adrenaline and Highmark packages, and 20 pounds from X-package and Highmark X-packages.

New ultra-light RF platform with REV DNA is the basis for Freestyle and Tundra models.

The new RT mountain seat is lighter and more sculpted.

BRP is finally off the offset powder ski-bad design. The new Pilot 6.9 dual-runner mountain skis deliver a new level of handling. Their deep center keel holds line in soft snow; shorter outside keel bites in cornering and reduces steering effort.



These skis virtually eliminate darting. Wider than the trail version, these skis provide increased flotation, easier steering and lighter weight (two pounds per ski, that's 4 pounds off your sled).

The new HPV roller secondary clutch has a double helix cam with three rollers improves back-shifting response, top-end speed and belt life.

All Rotax 800 I/O engines now benefit from the PowerTEK engine management system's

higher fuel economy, reduced emissions and crisper throttle response. All engines with PowerTEK, as well as 2-TEC SDI and 4-TEC four-stroke engines, exceed 2006-2010 EPA standards.

ON THE TRAILS

The snowcross-proven SC-4 rear suspension, specifically designed for driver-centered platforms, is now standard on every REV, RT and RF platform trail sled.

For improved handling and flatter cornering, all REV-based sleds have a 1.5" lower front suspension set-up. A new shock calibration ensures bump-softering capacity.

New Pilot 5.7 dual-runner trail skis are similar design as mountain version but narrower to save weight.

New fixed-design windshields on MX Z and GSN sleds enhance wind protection and styling.

FREESTYLE

New snowmobile targeted at the next generation of snowmobilers - an industry first. The Freestyle is an enormous, extremely lightweight sled, designed for play in meadows around the cottage and courses young riders will no doubt create (think skatepark).

The rest of the media has been quick to jump all over the Freestyle but the real news here is that the Tundra now has some real suspension! This is the first refresh since the Tundra's release in 1985. At last we're rid of the heel springs! The basis of the 2 models is the new RF platform, a lightweight and simplified chassis with REV platform DNA: driver-centered riding position, pyramidal frame and A-arm front suspension. Its centralized mass and compact design make it extremely easy to maneuver.

Both sleds come with plastic water, blow-molded plastic skis that offer more flotation and lighter weight.

The Freestyle and Tundra are designed for stand-up or sit-down riding, with high-rise handlebars and a low-profile seat that makes it easy to move around the sled.

Under the hood is the Rotax 300 engine, with enough power to cruise through the snow and over hills, yet friendly enough to control easily.

Up front is a single A-arm front suspension, with lightweight plastic skis. It has a narrow 32-inch ski stance for added



The Tundra and Freestyle share all the same parts, each has its own personality.

agility in snow. In back, state-of-the-art 121" SC-4 rear suspension for outstanding control, bump absorption and flotation, with quality Motion Control shocks.

The Freestyle and Tundra each weigh in at 374 pounds dry. The kids can dig themselves out should they get stuck. They're easy to own, easy to operate and easy to ride. Good job, BRP!